



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
April 2023



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**The Fly-By** is published quarterly on the first month of each quarter.

Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

**Images** in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

**Credits:** In all cases, please give full grade, name, and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

– oOo –

Send submissions to the Editor at:

[awoodgate735@gmail.com](mailto:awoodgate735@gmail.com)

Message size limit: 20 MB. If too big, please send it in two emails.



## **SWR Commander's Corner**

Hello Southwest Region,

Spring is here and summer will soon be upon us. This is an exciting summer because unlike the last few summers Civil Air Patrol is open for business!

Getting back together without the pandemic restrictions will be so awesome. Encampments, Conferences and Special Activities are all available. It will be great to see our fellow CAP member friends and to make some new ones.

My personal experience in Civil Air Patrol is: I came to fly and stayed for the people and that is more true now than ever.

Looking forward to seeing my friends and making new ones at the Texas Wing Conference. 🇺🇸

**Col. Martha C. Morris**  
Southwest Region Commander

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### ***Safety is Priority One***

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [CAPSafety | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/safety)

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at [Safety Beacon | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/safety)
- [Safety Beacon | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com/safety)
- ***Safety is our Number One Priority.***

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### ***How to Submit News Items for this Newsletter***

- ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction with or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

- ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

- ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [awoodgate735@gmail.com](mailto:awoodgate735@gmail.com).

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/> 🇺🇸



**Top:** Cadet Staff Sgt. Nica Johnson, Cadet Chief Master Sgt. Abigail Matsuyoshi, and Lt. Col. Mark Schadt talk with Senator Mark Kelly. (All photos by Maj. Margot Myers)

**Below:** (L-R) Lt. Col. Gordon Helm, Cadet Chief Master Sgt. Abigail Matsuyoshi, Col. Rob Pinckard, Senator Krysten Sinema, and Graham Markiewicz of Sinema's staff listen as Cadet Staff Sgt. Nica Johnson (second from left) describes her experiences as a CAP cadet.

## ***Arizona Wing Welcomed In-person Legislative Days in the Nation's Capital***

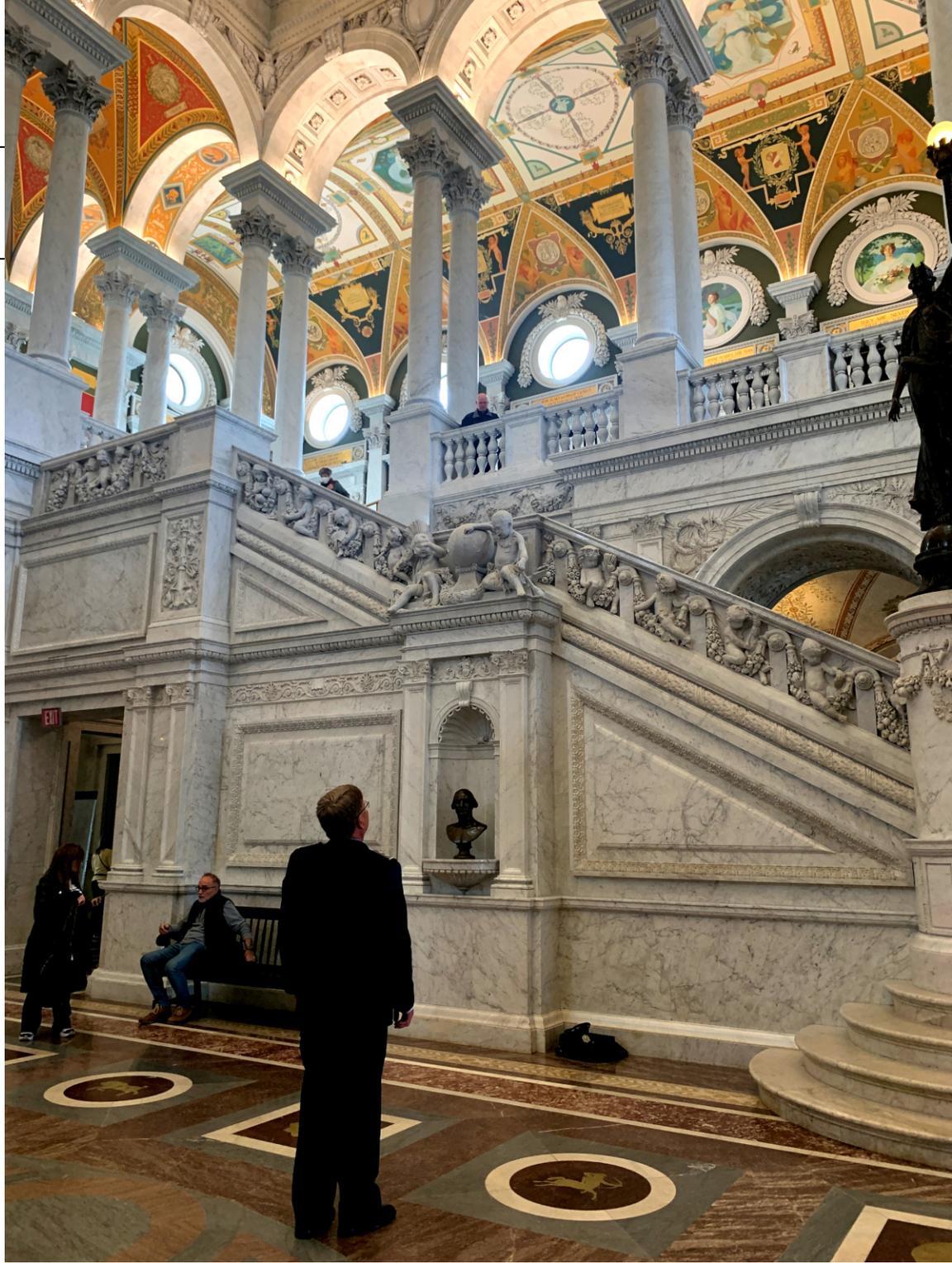
*by Lt. Col. Gordon Helm, Arizona Wing*

Washington, D.C. – On March 1 and 2, 2023, joining colleagues from across Civil Air Patrol, six senior members and three cadets represented Arizona Wing in meetings with members of the Arizona Congressional delegation on Capitol Hill. National Legislative Day returned to Washington, D.C., for the first time since 2020.



**Right:** Col. Rob Pinckard marveled at the construction of the Library of Congress, built in the 1890s.

Leading the team was Col. Robert Pinckard, wing commander, and Lt. Cols. Linda Yeager and Mark Schadt, newly appointed wing vice commander and chief of staff. Also attending were Lt. Col. Gordon Helm, wing government relations advisor, Majors Margot Myers, wing public affairs officer, and Roger Yeager, wing Emergency Services training officer. The team was accompanied by two cadets, Cadet Chief Master Sgt. Abigail Matsuyoshi of Willie Composite Squadron and Cadet Staff Sgt. Nica Johnson of Deer Valley Composite Squadron. Cadet Capt. Liam Proctor, also from Willie Composite Squadron, who was already in Washington, D.C. for CAP's week-long National Civic Leadership Academy, joined the team for meetings on March 2.



Meetings were scheduled in advance with 10 of the 11 offices of Arizona's congressional delegation, either with the member themselves or their staffers in charge of appropriations and/or military affairs. Senators Mark Kelly and Krysten Sinema and Congressman Andy Biggs met with the delegation in Washington in person. At a later meeting in Arizona, Congresswoman Debbie Lesko also met with Arizona Wing leaders.

In each meeting, the cadets were a focal point, telling their personal stories about why they joined CAP, what their favorite experiences have been, and their future plans.

**Right:** Cadet Capt. Liam Proctor, second from left, joined the Arizona Wing delegation for meetings on Capitol Hill while attending the National Civic Leadership Academy.

Sinema, who has strongly supported CAP in the past, talked directly to the cadets, telling them how fortunate they are to have opportunities through CAP to explore career options and develop leadership skills.



Kelly immediately noticed the “wings of gold” on Schadt’s uniform since both are retired naval aviators. When Kelly asked about his Navy career, Schadt recounted his time flying the S-3 Viking carrier-based aircraft.

Several members of the wing team had made the trip to Washington for in-person National Legislative Day meetings previously, and some also had participated in the virtual meetings held with lawmakers during the COVID-19 pandemic. All agreed that in-person meetings were much more effective, being able to carry the CAP message directly to members and their staffs.

“Seeing all the CAP uniforms walking the House and Senate halls is always inspiring to me,” Pinckard said. “It’s also good to see the expressions on the faces of our cadets as they meet with members and their staffs.” Cadets also had the opportunity, when not in meetings on the Hill, to visit museums and memorials in the area.

While walking between meetings on the Senate side of Capitol Hill and the House side, a call came in that the next scheduled meeting, with Congressman Biggs, had to be postponed for two hours because he was tied up in a committee meeting. “The group was standing in front of the Library of Congress at the time,” Myers said. “Knowing that we had time to kill, Col. Pinckard said, ‘Let’s go see if we can get a library card from the Library of Congress.’ And that was exactly what we did.

“The volunteer at the information desk told the cadets that they could call Library of Congress reference librarians for help finding resources for school projects and gave them a directory of numbers to call. And Pinckard, who owns a commercial construction company, marveled at the building itself and the construction techniques used in the late 19th century.”

Delegation members also noted the increased level of training and guidance given by the national government relations team in the months leading up to National Legislative Day. Senior members were well prepared for their meetings and ready to describe why CAP deserves continued funding by Congress. 🇺🇸



**Top:** (L-R) CAP pilot 2nd Lt. Ernest Covington and Dr. Adarsh Radadia pose after completing a Teacher Orientation Program flight. (Photos: Ashlyn Laya)

## ***Louisiana Tech Professor Takes Flight with Louisiana Wing***

*by Capt. George McKinney, Louisiana Wing*

SHREVEPORT, La. – On February 5, 2023, a clear and sunny Sunday, Dr. Adarsh Radadia took flight with the Civil Air Patrol (CAP). Second Lt. Ernest Covington was in the pilot's seat as the single-engine aircraft took to the skies over Shreveport.

Radadia was taking a Teacher Orientation Program (TOP) flight, courtesy of CAP. Educators who participate in the CAP Aerospace Education program can take flight at a local airport in a CAP airplane, with an experienced CAP pilot at the controls.

Radadia is an Associate Professor at Louisiana Technical University in Ruston, where he teaches Chemical Engineering. He is involved with the Center for Biomedical Engineering and Rehabilitation Sciences, Institute for Micromanufacturing, Molecular Science and Nanotechnology, and Nanosystems Engineering Louisiana. As an educator, he is interested in learning how to better serve his local community.

Radadia had never flown in a single-engine airplane before his TOP flight. By the time he landed, his previous reluctance to fly had turned to enthusiasm. He was even considering the possibility of getting a private pilot's certificate. He resides in Shreveport with his wife, who is also an educator, and their two children.

Following Radadia's TOP flight, a local cadet from the Barksdale Composite Squadron took to the skies with Covington as the pilot. Cadet 2nd Lt. Caleb Lee is working through the CAP

aerospace education curriculum, which includes as many as five orientation flights for each cadet. These orientation flights introduce cadets to the world of aviation. As part of the CAP cadet program, cadets learn the principles of aviation, which are designed to help young Americans become dynamic leaders and aviators through a curriculum focusing on leadership, aerospace, physical fitness, and character development.

Lee is currently in his junior year at Haughton High School and has been involved in the CAP cadet program through his high school years. He has had several orientation flights and is learning to fly through CAP. He is interested in the possibility of joining the United States Air Force as a pilot.

Teachers and educators are eligible to join the CAP Aerospace Education Member (AEM) program, which gives them access to free aerospace and STEM school resources for ages K-12. This includes curriculum materials, STEM Kits, and the opportunity to take a Teacher Orientation Program or "TOP" Flight. CAP pilots fly teachers from a nearby airport for an educational flying experience that they can share with students.

Going up in a CAP airplane gives teachers a way to learn more about aviation and how STEM principles are used in flight. The pilot can design a flight plan that gives a view of the school with students watching from the ground. Schools can arrange for the teacher or principal to be able to speak to the students on the ground via radio.

The ride includes a pre-flight briefing, during which the pilot explains how the parts of the airplane function, then the teacher will be offered the opportunity to briefly take the controls. The experience can be captured on video to be shared with students in the classroom. 🇺🇸

**Below:** (L-R) Senior Member Alison McDonell, the squadron's PAO, and Dr. Adarsh Radadia.





**Top:** Lt. Col. Michael Miller, Arizona Wing director of logistics, acted as an sUAS Live Feed Scanner during Arizona Wing's March 2023 evaluated operations exercise. (Photo: 1st Lt. Brett Seidell)

## ***Arizona Wing Contributes sUAS Wiki Website as a National Resource***

*by Maj. Margot Myers, Arizona Wing*

PHOENIX – In March 2023, 1st Lt. Brett Seidell, Arizona Wing's assistant director of operations for sUAS, learned that the moment he was anticipating had arrived. The Wiki website he developed for use in training sUAS pilots and technicians earned a spot on the national CAP website.

Seidell created the Civil Air Patrol Drone Wiki website and serves as its technical writer. The Wiki is an sUAS knowledge base focused on CAP-specific sUAS curriculum; it is now listed and linked-to on [gocivilairpatrol.com](http://gocivilairpatrol.com) as a trusted resource in the sUAS section. A simple search for "[Civil Air Patrol Drone Wiki](#)" will also lead the visitor to this valuable resource.

A Skydio X2D sUAS is shown in the banner for the CAP Drone Wiki, developed by Arizona Wing's 1st Lt. Brett Seidell in conjunction with CAP headquarters. (Screen shot from CAP Drone Wiki)



## Civil Air Patrol Drone Wiki

The Wiki is being used by many wings nationwide to augment or backbone their sUAS curriculum. The Southeast Region's 2023 National Emergency Services Academy (NESA) is supported by the Wiki. NESA's lead sUAS trainers, Lt. Col. Joel Shreenan of Georgia Wing and 2nd Lt. Bruce Davis of Mississippi Wing, report high satisfaction with the content.

Seidell started working on the project in August 2020. "It was previously known as the 'CAPF 5U Google Classroom,'" he said. "The project scope was limited at that time, but content was still detailed for the covered items.

"Eventually, it became clear that Google Classroom would not support the direction I wanted the project to go, so I canvassed options and chose the service called Notion to evolve the project in February 2022. Notion is a versatile authoring tool, and it enabled the project to become a Wiki."

Since then, the project has steadily grown – as much from Seidell's own efforts as from other CAP stakeholders' input, support, and advocacy. "That synergy between engaged sUAS stakeholders is the real key to authoring and sustaining a vibrant Wiki," Seidell said.

The Wiki exists to build on CAP's current sUAS foundations and Seidell is quick to point out that it is not in competition with information CAP NHQ distributes. "The Wiki strives to encompass or enhance information from NHQ wherever possible and when appropriate," Seidell said.

The Wiki project's direction continues to move forward coordinating with NHQ, thus ensuring it remains a trusted, timely, evergreen resource. 🇺🇸

**Below:** Arizona Wing sUAS team members demonstrated their capabilities in the field during an operational exercise on March 25, 2023. (Photo from sUAS by 1st Lt. Brett Seidell)





**Top:** Civil Air Patrol single-engine airplanes wait for the exercise to begin at the Baton Rouge Metropolitan Airport. (Photos: 1st Lt. Anne Calvert)

## ***Louisiana Wing Conducts Search for “Stolen Aircraft”***

*by 1st Lt. Anne Calvert, Louisiana Wing*

BATON ROUGE, La. – On February 25, 2023, the Civil Air Patrol Louisiana Wing was in the sky and on the ground conducting a training exercise at the Baton Rouge Metropolitan Airport. Civil Air Patrol (CAP) volunteers participated in a search for a “stolen aircraft.”

Cadets and senior members from across the state traveled to Baton Rouge to participate in the exercise. The mission base staff coordinated the efforts of aircrews and ground teams, who are trained to a high level of expertise. They performed a coordinated search for the “stolen aircraft” and its pilot and any passengers who were aboard.

CAP cadets learned to conduct emergency services by working as radio operators, flight line marshallers, ground crew, and mission staff assistants for the exercise. These exercises prepare CAP cadets for a possible future in the military, as law enforcement, or as first responders in our communities. Cadets get a taste of real-world emergency operations and will be prepared to assist when any future real-life disaster hits.

CAP aircraft conducted several searches by air in a targeted area for the “stolen aircraft” and then communicated by radio with the ground teams who proceeded to the location of the aircraft. Ground teams are trained to perform basic first aid and rescue activities for members of the community in need of help.



**Above:** Cadet Chief Master Sgt. Aimee Calvert marshals an airplane as it prepares to taxi before takeoff.

**Below:** (L-R) Capt. Zachary Ogburn, 1st Lt. Barry Huggins, Capt. Matthew Sturm, and Maj. Dennis Eschmann. Air and ground crews discuss operations searching for a “missing aircraft.”

CAP aircraft, ground teams, and the incident command post use radios to provide communications that operate on federal frequencies assigned to CAP, which are capable of interoperability with military and federal agencies. In a real-life scenario, CAP would coordinate with the Air Force and local law enforcement agencies to help recover a stolen aircraft.

People in the immediate community may have noticed CAP airplanes in the sky, and CAP vans driving around town searching for the “stolen aircraft.” Civil Air Patrol is always prepared to work with national, state, and community agencies when a hurricane or other disaster comes our way.

The Louisiana Wing holds multiple search and rescue exercises each year in preparation for hurricanes or other emergencies. 🇺🇸





**Top:** Photo 4 (0438): Sky Harbor cadets in front of the UH-60 Black Hawk helicopter with the pilot. (All photos: Tech. Sgt. John Horne)

## ***Arizona Wing Squadron Members Experience UH-60 Black Hawk Helicopter Ride***

*by Tech. Sgt. John Horne, Arizona Wing*

PHOENIX – On February 27, 2023, it was up, up, and away for cadets and senior members from Sky Harbor Composite Squadron who flew on a UH-60 Black Hawk helicopter at the Arizona Army National Guard Base courtesy of the Arizona Department of Emergency and Military Affairs.

The event was hosted by Company A 2-285th Aviation Regiment at the Papago base. Fifteen cadets and eight senior members received an initial briefing from Army Aviation Operations Officer Maj. Neal Jelsma, and Sgt. 1st Class Mathew Ferguson, 2-285th flight instructor and platoon leader, Arizona National Guard.

They learned about the history of Army aviation and the various roles played by helicopters. In addition, participants received a safety briefing and were issued ear protectors to wear during the flight.



**Above:** The silhouette of UH-60 Black Hawk helicopter is seen over the Arizona desert.

Prior to boarding the helicopter, cadets and senior members were divided into three groups. Each flight lasted 30-40 minutes and covered the territory north of the Phoenix area. The ride included twist and turns maneuvers through Sycamore Creek Canyon and a landing/takeoff from the open field. Several cadets described the experience as feeling like being in an action movie.

The cadets who experienced a ride in a UH-60 Blackhawk helicopter included: Cadet Senior Master Sgt. Faith Hudson, Cadet Master Sgt. Vangi Birnbaum, Cadet Master Sgt. Javier Ceballos, Cadet Master Sgt. Aaric Hrabe, Cadet Master Sgt. Keenan Tucker, Cadet Senior Airman Elias Carlblom, Cadet Senior Airman Johndavid Gauntlett, Cadet Airman 1st Class Estevan Alicea, Cadet Airman 1st Class Julian Alicea, Cadet Airman 1st Class Tony Henry, Cadet Airman Alex Larson, Cadet Airman Samuel Phillips, Cadet Airman Kinley Tucker, and Cadets Benjamin Ruck and Kaleb Melville.



Participating senior members included: Capt. Roseanne Marquez, Capt. Lisa Pham, 1st Lt. Richard Birnbaum, Tech. Sgt. John Horne, and Manuel Gutierrez Ayech, Lisa Ceballos, Paul Tucker, and Polly Tucker.

Papago Park Military Reservation was originally established as Camp Papago on April 21, 1930, by Public Law 92 of the 71st Congress. The act served to abolish the Papago-Saguaro National Monument and reserve public lands for military purposes. Since congressional designation in 1930, Papago has been an active military facility supporting the Arizona National Guard. The 2-285th Assault Helicopter Battalion is based at Papago.

Sky Harbor Composite Squadron has been located at various areas of Sky Harbor Airport in Phoenix since 1945, It is currently situated at the Barry Goldwater Arizona Air National Guard Base. 🇺🇸

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**Above:** Cadet Senior Master Sgt. Faith Hudson in the observation area of the UH-60 Black Hawk helicopter.

**Right:** Cadet Airman Alex Larson, Cadet Airman 1st Class Tony Henry, and Cadet Master Sgt. Keenan Tucker observe the Arizona landscape from UH-60 Black Hawk helicopter in flight.





**Top:** Pontchartrain Cadet Squadron and Air Station New Orleans members pose in front of an MH-60 Jayhawk search and rescue helicopter. (All photos: Senior member Jennifer Gutierrez)

## ***Coast Guard Unit Hosts a Louisiana Wing Cadet Squadron***

*by Maj. Michael Giroir, Louisiana Wing*

NEW ORLEANS – On February 5, 2023, Air Station New Orleans of the U.S. Coast Guard, located at Naval Air Station Joint Reserve Base in Belle Chasse, Louisiana, hosted a tour of the Coast Guard facilities and operations for the Pontchartrain Cadet Squadron, Civil Air Patrol (CAP). Members were treated to in-depth familiarization training and an orientation flight in one of their MH-60 Jayhawk search and rescue helicopters.

Air Station New Orleans was established over 50 years ago, and since its inception, it has been credited with saving several thousand lives. Tasked with search and rescue, law enforcement, port security, and marine environmental missions, it is one of the Coast Guard's most active units. Its area of operations runs along the gulf coast from Apalachicola, Florida, to the Louisiana/Texas border,



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**Left:** (L-R) Cadet Airman Benjamin Lopez, Cadet Senior Master Sgt. Rylan Guidry, Cadet Airman 1st Class Malachi Zeringue and Airman 1st Class Alena Gutierrez, ready for flight.

**Below:** Cadets 'Hooking Up' to an MH-60 Jayhawk with assistance from Air Station New Orleans personnel.

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The day started with a greeting from Coast Guard Commander Scott Kosner. After a safety briefing, the CAP contingent toured the facility and was given a presentation on all activities carried out by Air Station New Orleans. Included was a static display of one of the

Jayhawk helicopters with an explanation of all the gear stowed onboard for search and rescue missions, including missions that require a rescue diver.

Once ground tours were completed, Coast Guard pilots and crew took the cadets up on an orientation flight in the MH-60 Jayhawk. Cadets learned how to put on their flight gear properly, including the all-important flight helmet that is connected to the aircraft's intercom system. Cadets were briefed on the flight plan and helped the crew do the ground checks. After takeoff, the cadets were given an air tour of the greater New Orleans area.

While in the air, Cadet Staff Sgt. Matthew Zeringue became familiar with the auxiliary control station that is used for precision placement of the helicopter over its target.

After the orientation flights, Cadet Airman 1st Class Alena Gutierrez and Cadet Airman Benjamin Lopez volunteered to participate in a hook-up demonstration. The volunteers were escorted to the flight line where a sled, rigged for lifting, was waiting. An MH-60 Jayhawk pulled over the sled at approximately 15 feet altitude while the two cadets, aided by members of the Coast Guard, hooked up the sled to the cargo cable hanging below the hovering helicopter.

When asked what their favorite part of the day had been, the cadets almost unanimously agreed that flying was their favorite. Many said they loved the view from the sky and just the feeling of being up in the air.

Gutierrez said, "I was so surprised how strong the wind was when I was trying to get under the helicopter. I felt like I was being blown away." At the end of the activity, all cadets were instructed on cleaning the aircraft, and helped to wash the helicopter.

The event is the beginning of a collaborative effort in Louisiana between the Louisiana Wing of Civil Air Patrol and the United States Coast Guard in preparation for any event that might require the two organizations' cooperation as they seek ways to better serve the citizens of Louisiana. 🇺🇸





**Top:** Lt. Col. Jason Redlin, CAP-USAF Southwest Liaison Region commander, presented a challenge coin to Maj. Aaron Feller for his outstanding performance managing the Arizona Wing evaluated exercise. (Photo: Maj. Margot Myers)

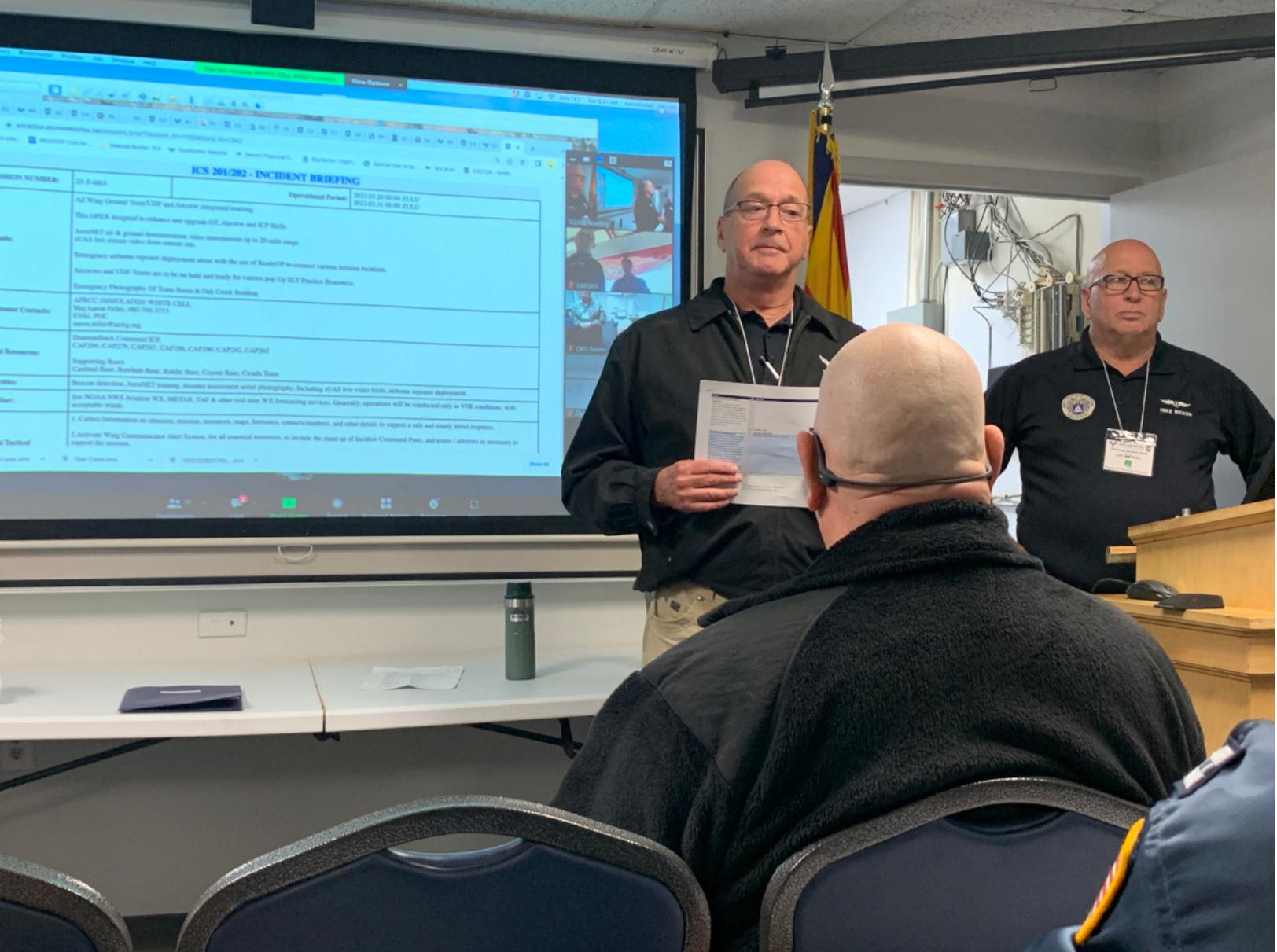
## ***A New Way to Evaluate Readiness to Serve***

*by Maj. Margot Myers, Arizona Wing*

PHOENIX – On March 25, 2023, Arizona Wing was the first in Civil Air Patrol to complete a new in-depth operational evaluation process with a combination of Air Force evaluators and CAP observers.

In January 2023, Civil Air Patrol and the Air Force announced the new approach, which was detailed in a memo to all region and wing commanders. According to the memo, “The Ops Eval will evolve into a nationwide evaluation with emphasis on select Wings within each region each year. These emphasis Wings will undergo an in-depth inspection while other non-emphasis Wings will participate in a minimum of two evaluations.”

The main difference is that the emphasis wings will have a broader evaluation that goes beyond looking at a couple of sorties on Air Force-assigned missions, with one evaluation performed by CAP and the other by CAP-USAF.



**Above:** Brad Oliver from CAP-USAF laid out the expectations for the exercise as Capt. Mike Ricker (right), planning section chief, ran the briefing. (Photos: Maj. Margot Myers, unless otherwise shown)

In the selected emphasis wings, there will be additional focus on the ability to establish and operate an incident command post. That was the focus of the “wing-led exercise” in Arizona, consisting of a training scenario utilizing an ICP so that evaluators could observe command post operations.

The evaluators for this exercise included a combination of familiar faces from CAP-USAF and some equally familiar faces from CAP served as observers including: Col. Brian Ready, former Arizona Wing commander and current member of CAP’s Board of Governors; Col. Joe Smith, former Southwest Region commander; Col. Martha Morris, current Southwest Region commander; and Lt. Col. Larry Mangum, deputy chief of staff for operations in Southwest Region.

Brad “Ollie” Oliver, the regional operations director for CAP-USAF with responsibility for the Arizona Wing, explained the mission succinctly during the morning briefing. “Our purpose today is to validate the operational readiness of Arizona Wing,” Oliver said.

An attachment to the memo to CAP commanders outlines the Ops Eval expectations. The Ops Eval is a tool used by the Air Force to collect, analyze, and assess CAP performance on Air Force-assigned missions. It also provides CAP a performance metric to continuously improve all aspects of operations from pre-flight through mission execution and post-flight duties.



**Above:** Photographing the flooded Tonto Creek in northern Arizona was part of a simulated tasking for the Arizona Department of Emergency and Military Affairs. (Photo: 2nd Lt. Bradley Curcio)

This assessment of normal operations during routine missions is different from the compliance inspections of the past. During the Arizona Wing exercise, the Air Force evaluators didn't kill off the incident commander early in the day or declare a fire emergency in the incident command post that forced an evacuation of all personnel.

Maj. Aaron Feller, Arizona Wing director of operations and the wing's designated point of contact for the exercise, served as the "white cell" during the exercise, determining exactly what activities the wing members would undertake throughout the day.

"Over the last several months, the Arizona Wing's emergency services teams have trained hard, pushing our capabilities with emerging technologies. During this exercise, we took an ambitious approach with many complicated elements all happening simultaneously," Feller said.

"I was reminded on more than one occasion that it was not required to have sUAS and AeroNet represented for this exercise. However, I knew the team could handle anything thrown their way.

"The 'white cell' sets the pace for the exercise, creating real-world injects and complicated tasks for the team to resolve. The pace was fast but the team's ability to rise to the occasion was even faster."

Col. Rob Pinckard, Arizona Wing commander, served as the incident commander and Deer Valley Composite Squadron's facility in north Phoenix was the mission base – Diamondback Command.

Pinckard explained the value of the training exercise to a reporter from ABC15 in Phoenix who visited the mission base for a [story](#) about CAP training. "When the missions actually happen, when the crises actually occur, lives count on us being able to do the job that we're tasked to do," he said.



**Above:** A task to assess damage to a bridge over the Gila River near Safford revealed that the bridge appeared to be fine but the roadway leading up to the bridge was under water. (Aerial photo by Maj. Zachary Siebers, mission scanner)

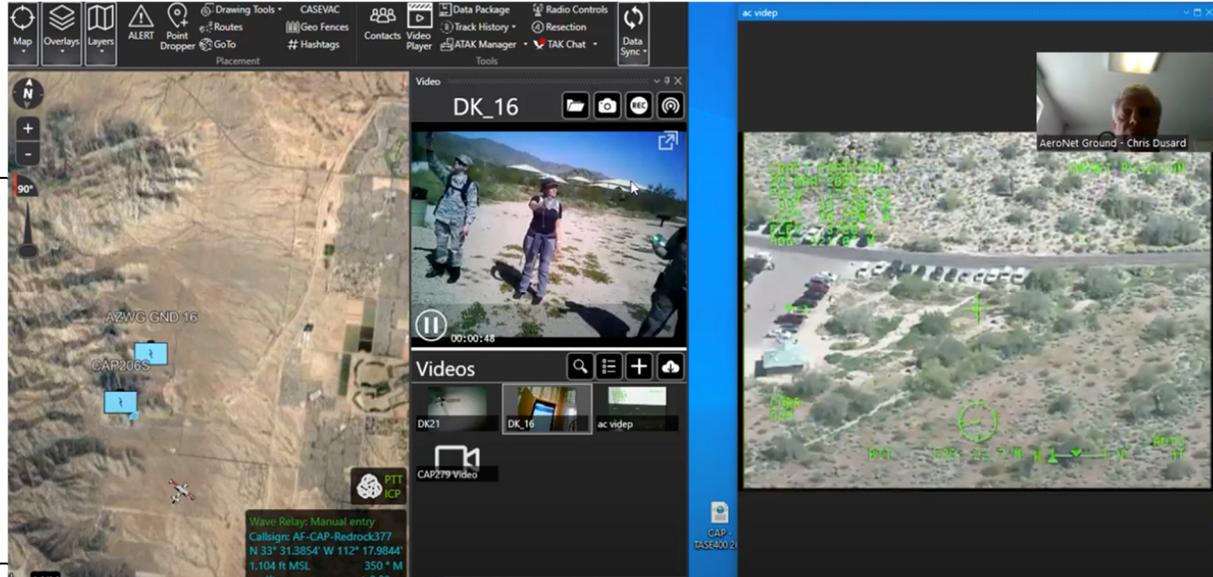
Multiple scenarios were planned for the day including lifesaving/search and rescue (involving fixed-wing aircraft and the wing sUAS and ground teams), airborne photography, and a demonstration of AERONet's capability for providing live video streaming during a mission. Six planes from around the wing and two spares were prepped for these tasks, with some flights including Air Force evaluators on board.

The ground team worked with the sUAS team on a simulated search for a missing father and daughter in the Cave Buttes area northwest of Deer Valley Airport. The sUAS team was directed to fly a grid search centered on the last known location based on cellphone data while the ground team conducted a line search starting at those same coordinates and working out. The direction to the sUAS team: "If targets are found, switch from visual search with X2D to manual flying and livestream using the DJI Mavic Air 2S. Orbit ground team at 100 feet as they interact with targets. Send livestream to 'AZWG Stream 1.'"

One aircraft was assigned as a "high bird," circling at 11,500 MSL to serve as an airborne radio repeater for other CAP aircraft taking part in the mission. With operations underway across the state, a combination of the airborne repeater and fixed land-based repeaters was critical to maintaining radio communications.

On the west side of Phoenix, another simulated search and rescue mission was underway at White Tanks Regional Park. This scenario involved a request from a local law enforcement agency to provide a "big picture overview" of a developing situation in the park. An AERONet-equipped aircraft with video capability and an AERONet ground task force were assigned to provide first responders with the requested video.

**Right:** This screenshot of the AERONet dashboard shows a photo of the White Tanks Regional Park area (left), live streaming video from the portable AERONet unit being used by a ground team (center), and the video feed from the CAP aircraft flying overhead (right).



Formally known as the Airborne Extensible Relay Over-Horizon Network, AERONet is a data link communication system designed to enhance tactical situational awareness and information sharing. The team members on the ground had a portable AERONet setup that allowed them to provide direction to the aircraft overhead. Video from both ground- and air-based AERONet systems was live-streamed to the mission base.

Three airborne photography flights responded to a simulated request for assistance from the Arizona Department of Emergency and Military Affairs. One flew over Tonto Creek in Tonto Basin north of Roosevelt Lake to look for stranded vehicles and people. Another assessed water damage after recent heavy rain caused flooding along the Gila River near Safford in eastern Arizona. The third photographed Wet Beaver Creek in northern Arizona for flood damage assessment, observing and reporting on the status of all bridged and unbridged crossings.

In the middle of all the expected tasks, the White Cell added a search for a simulated emergency locator transmitter beacon. That required aircrew and UDF teams to work together quickly to locate and deactivate the practice beacon that was hidden in the New River area north of Phoenix.

At the end of the day, Arizona Wing received high praise from both CAP and Air Force evaluators.

Morris noted that this was the first wing evaluation under the new system and said, “Once again Arizona Wing has set the bar – and you set it high.”

CAP-USAF’s Oliver echoed that assessment. “I’ve been doing this since 2011. This was as good an ops eval as I’ve seen.”

Noting the addition of virtual command and control, a byproduct of the COVID pandemic, Oliver said, “Though virtual command and control adds to the capabilities, the synergy of working together, walking into a room to solve problems, can’t be beat.”

Oliver worked through each section of the evaluation document, providing feedback on resources, planning, and execution. He noted that the wing met expectations for every facet of the exercise. “Overall, the incident management team showed flexibility as they took care of multiple tasks,” he said. “You didn’t have to use sUAS or AERONet, but you did. That’s what Arizona Wing does. You lean forward.”

Lt. Col. Jason Redlin, commander of the Southwest Liaison Region for CAP-USAF, noted that this was the first evaluated exercise he had seen. He presented challenge coins to Feller and Capt. Mike Ricker, the planning section chief for the exercise, acknowledging their contributions to a successful mission.

Finally, Oliver noted a comment from one of the Air Force evaluators: “It came across today that they love what they’re doing and they’re happy to be here.”

Pinckard had the last word, thanking the incident management team and all participants, telling them, “I can’t brag enough about you.”



**Top:** (L-R) Tech. Sgt. Mickey Smith and Tech. Sgt. Anne Bradstreet from the Louisiana Air National Guard, WWII veteran Mr. Judd Dukes and Capitol City Composite Squadron Commander 1st Lt. Barry Huggins. –Photos: Capt. Ken Best, Louisiana Wing.

**Below:** 1st. Lt. Barry Huggins presents a birthday cake to World War II veteran Judd Dukes for his 96th birthday celebration.

## ***D-Day Veteran Visits Louisiana Wing Squadron***

*by Capt. Ken Best, Louisiana Wing*

BATON ROUGE, La. – On January 30, 2023, local World War II and D-Day veteran Judd Dukes visited the Capitol City Composite Squadron of the Louisiana Wing Civil Air Patrol to celebrate his 96th birthday. Dukes spoke to the cadets about his service on D-Day and throughout the war. During the meeting, a birthday cake was served as the squadron celebrated his life and his service to our nation.

Dukes was 17 years old when he went ashore in the third wave at Omaha Beach on D-Day. He celebrated his 96th birthday on February 2.

Dukes served as an infantryman and was assigned to carry and use the Browning Automatic Rifle. It was much heavier than the standard issue rifle for infantrymen in World War II. Its high rate of fire made it a lethal weapon, which was often targeted by enemy forces. Like many World War II veterans, he had to wait for some time to be returned to the States after the war, as there was a shortage of ships to return all those soldiers to the U.S.

“For our cadets, this may be the only time they will ever have the opportunity to meet someone who participated in D-Day at Normandy and hear his story live and in person,” Squadron Commander 1st. Lt. Barry Huggins said. “Given the age of the WWII veterans, there are not many that are left with us.”

Dukes entertained the squadron members, both seniors and cadets, with his exploits in the war. At the end of the war, his unit had advanced into Austria, south of the German capital of Berlin. Remarkably, he led a charmed life, going from D-Day to the end of the war without being injured. He was very humorous and had the crowd laughing throughout his presentation. At the conclusion, he answered numerous questions from the audience.

Huggins told the squadron, “I do something special for Judd every year on his birthday as my ‘thank you’ for his courage and his service.”

Also in attendance at the meeting were Tech. Sgt. Anne Bradstreet and Tech. Sgt. Mickey Smith from the Louisiana Air National Guard. 🇺🇸





**Top:** Cadets received certificates after completing a three-month private pilot ground school hosted by the Eloy Composite Squadron. (All photos: Maj. Kevin Rattey)

## ***Arizona Wing Hosts Private Pilot Ground School***

*by Maj. Kevin Rattey, Arizona Wing*

ELOY, Ariz. – On March 28, 2023, the Arizona Wing private pilot ground school finished a nearly three-month run. Cadets from several squadrons attended classes on alternate Saturdays beginning on January 7 to prepare to take the FAA private pilot written exam.

In addition to the classroom lectures and activities, cadets put their knowledge to use on the flight simulators located at the Eloy Composite Squadron. Six of the 10 simulators were reserved for the students.

Teams of two were set up to do a cross-country flight. One acted as the pilot, maintaining the planned heading, air speed, and altitude, while the other acted as the navigator, keeping track of the aircraft location and time, as well as pointing out landmarks to the pilot. Once the pilot landed, the team switched roles and flew to another airport. To keep things challenging, these flights were

conducted in the Los Angeles airspace. Fortunately, each simulator has accurate satellite graphics, which make it easier to spot landmarks.

Cadet Senior Airman Johndavid Gauntlett said that the ground school class “was a big encouragement to me to continue my pursuit in obtaining my private pilot's license,” noting that it was a great overview on what the FAA requires.

Cadet 2nd Lt. Connor Niesen also has a goal of becoming a private pilot. “I was seeking further information on the steps I needed to take and was also looking for a way to study for the written test,” he said.

“I was surprised by how different I viewed an airplane after this course. It made my second O-flight even better than the last because this time I knew what everything did and understood the process better.

“I have not taken my written test yet, but I plan to in the near future. My goal is to become a pilot in the U.S. Air Force and I am also hoping to acquire my private pilot's license through Civil Air Patrol,” Niesen said.

As the course neared completion, each cadet got a chance to fly using virtual reality goggles,

which enhance the realism, especially the depth perception. Arizona Wing provided all the books and there was no charge to take the course. Each cadet who completed the course received a certificate, and with some additional self-study, and a sign-off from a certified flight instructor, should be able to book an appointment to take the FAA written test. 🇺🇸



**Above:** Six of the 10 simulators at Eloy Composite Squadron were used for ground school students to practice cross-country flight.

**Left:** Near the end of his private pilot ground school training, Cadet Senior Master Sgt. Noah Eck had a chance to fly a simulator using virtual reality goggles.



**Top:** (L-R) U.S. Supreme Court Justice Amy Coney Barrett presents Captain Andrew Aceves with Civil Air Patrol's Spaatz Award (Photo: Collection of the Supreme Court of the United States)

## ***Supreme Court Justice Presents Civil Air Patrol's Spaatz Award to Louisiana Wing Member***

*by 1st Lt. Anne Calvert, Louisiana Wing*

**WASHINGTON, D.C.** (March 1, 2023) – On Tuesday, February 21, 2023, U.S. Supreme Court Justice Amy Coney Barrett presented the Civil Air Patrol's General Carl A. Spaatz Award to Capt. Andrew Aceves.

Aceves is a longtime resident of Mandeville, Louisiana, and is now an adult member of Civil Air Patrol. He has joined the exclusive membership in The Spaatz Association as Spaatz recipient number 2381.

The Spaatz award is CAP's highest cadet honor. Cadets qualify for this prestigious award after an average of four years progressing through the 16 achievements in the CAP cadet program. The Spaatz award goes to cadets who have demonstrated excellence in leadership, character, fitness, and aerospace education.

Since joining CAP's St. Tammany Composite Squadron in 2017, Aceves has held various positions from flight sergeant to the squadron cadet commander. He has actively participated in the squadron color guard, has sung the national anthem at many public events, and started a small choir in the squadron.

In 2019, Aceves was selected to attend Cadet Officer School, where he learned to work with a team of other cadet officers to lead at the executive and strategic levels. He was also selected to attend CAP's National Blue Beret in Oshkosh, Wisconsin. This takes place at the Experimental

Aircraft Association's Air Venture, the largest airshow of its kind, where CAP cadets help conduct event operations, including flight marshaling, crowd control, and emergency services.

In addition to working with cadets in the local squadron, he served as an instructor, training cadets at many Louisiana Wing academies. He was selected to serve as cadet commander at the Louisiana Wing Encampment in 2021 and awarded a Louisiana Wing Commander's Commendation for his service.

Aceves served as flight commander at National Blue Beret, was an instructor at two Southwest Region Cadet Leadership Schools, was elected to serve as the Louisiana Wing Cadet Advisory Council (CAC) chair, Southwest Region CAC chair, and Southwest Region primary representative to the National CAC.

In addition to the Spaatz award, Civil Air Patrol awards conferred on Aceves include a Region Commander's Commendation (twice), Louisiana Wing Commander's Commendation, Louisiana Wing Cadet of the Year 2020, and the 2020 Veterans of Foreign Wars Squadron Cadet Officer of the Year Award.

Aceves credits his success to early goal setting, careful time management, and project planning. He was first drawn to CAP's leadership training, character development, and service to the nation.

Aceves expects to graduate from Louisiana State University in August, where he is enrolled on a full ride music scholarship pursuing a double major — a bachelor's degree in music in vocal performance and Bachelor of Arts in church music.

Aceves has performed with the New Orleans Opera Association, Bass-U.S. Army Field Band Soldiers' Volunteer Chorus, New Orleans Junior Philharmonic Society, Music Club of Baton Rouge A Cappella Choir, and twice with the Carnegie Hall Performance Series International Honor Choir in New York City.

He performed as a soloist, singing the national anthem at the World War II Museum in New Orleans and the *Armed Forces Salute* with the New Orleans Concert Band in July 2017.

He has had multiple solo performances at the NOLA Gold Professional Rugby Games, New Orleans Pelicans Basketball Games, New Orleans Zephyrs Baseball Games, St. Aloysius Church in Baton Rouge, Louisiana Boys' State Convention, and at the Turner-Fischer Center for Opera at Louisiana State University.

Aceves has received many notable awards at singing competitions locally and nationally. He was a semifinalist at the Classical Singer National Vocal Competition and the Orpheus Vocal Competition. He earned five Superior Gold Medals for Low Voice at the Louisiana State University State Literary Rally, and has won the Earl Redding Memorial Scholarship Award, the Flanagan Freshman Award, the Junior Philharmonic Society of New Orleans Scholarship Award, the Platzler Award for Artistic Excellence in Music, the Donald Wood Vocal Competition 2nd Place Award for male voice, and many others including several with the National Association of Teachers of Singing.

As a child, Aceves performed for several years with the St. Louis Cathedral Boys Choir in Jackson Square, New Orleans. He is currently serving as Choral Scholar and Cantor at St. Aloysius Church in Baton Rouge and has sung in many community church choirs as cantor and bass section leader.

In May 2019, Aceves graduated from St. Paul's High School in Covington, Louisiana, with an Honors Diploma.

In consideration of his many achievements and involvement in community events, on April 20, 2018, the mayor of Mandeville, Donald J. Villere, honored Aceves with a proclamation that the community would observe that day as "Andrew Aceves Day."

Since the inception of the Spaatz Award in 1964, as of February 2022, Civil Air Patrol has presented it to only 2,443 cadets nationwide. Spaatz cadets are expected to serve as role models for junior cadets and become leaders in their communities as they enter adulthood. 🇺🇸

**Right:** Cadet Master Sgt. Javier Ceballos, Cadet Senior Master Sgt. Faith Hudson and Cadet Airman Samuel Phillips helped set up tents for the Sky Kids Event. (Photo: Lisa Ceballos)

## **Sky Harbor Composite Squadron Supports Annual Sky Kids Event**

by Technical Sgt. John Horne, Arizona Wing

PHOENIX – On March 25, 2023, members of Sky Harbor Composite Squadron in Phoenix assisted at the annual Sky Kids event at Phoenix-Goodyear Airport by setting up tents, providing crowd control, helping individuals at the flightline, and cheering returning children.

Sky Kids is an Arizona-based charity that describes its mission as building self-esteem and confidence in special needs children by offering them an opportunity to fly in a general aviation aircraft with a parent or friend to experience the thrill of flight. The children get a chance to enhance their sense of confidence by “being in charge” of flying the plane.

Since 2012, the Arizona aviation community has put on an annual Sky Kids event at Phoenix-Goodyear Airport for families with special needs children. Additional Sky Kids events are now taking place at the Scottsdale, Arizona, and Chino, California, airports.

Sky Harbor Composite Squadron has supported the Sky Kids event for about seven years. This year, the following cadets attended the event: Cadet 1st Lt. Dylan Conrad, Cadet Senior Master Sgt. Faith Hudson, Cadet Master Sgt. Javier Ceballos, Cadet Master Sgt. Keenan Tucker, Cadet Airman Kinley Tucker, Cadet Airman Samuel Phillips, and Cadet Dean Adams.

The senior members who participated included: 1st Lt. Mitra Pratt, Lisa Ceballos, Polly Tucker, and Paul Tucker.

Sky Harbor Composite Squadron has a long history of cadets serving their community. Examples of this community service include color guard and wreath presentation at the annual Memorial Day event at the National Memorial Cemetery of Phoenix, participating in the Feed My Starving Children food assembly, helping with the 161st Air Refueling Wing Toys for Tots event, supporting the 161st Air Refueling Wing’s family events, and assisting with JROTC Competition. During the COVID crisis, cadets and senior members delivered food to homeless shelters. This year, the squadron participated in the annual Phoenix St. Patrick’s Day parade where the unit received a trophy for best color guard. 🇺🇸





**Top:** (L-R) Cadet Chief Master Sgt. Aimee Calvert is presented the 2022 DAR Silver Outstanding Cadet Medal by Charlotte Nagy, the vice regent of the Wharton Chapter of the National Society of the Daughters of the American Revolution (DAR) in Covington, Louisiana. *(Photos: 1st Lt. Anne Calvert)*

**Below:** (L-R) US Navy JROTC Cadet Master Chief Sapphire Robinson, Guest Speaker K. Renee Horton, Ph.D, Cadet Chief Master Sgt. Aimee Calvert. The Wharton Chapter of the Daughters of the American Revolution presented Bronze and Silver Star Cadet Awards to the cadets at their National Defense Luncheon held on March 25, 2023.

## ***Louisiana Wing Cadet is Presented the Daughters of the American Revolution Silver Medal***

*by 1st Lt. Anne Calvert, Louisiana Wing*

COVINGTON, La. – On March 25, 2023, Charlotte Nagy, Vice Regent of the Wharton Chapter of the Daughters of the American Revolution (DAR) in Covington, Louisiana, presented the 2022 DAR Silver Outstanding Cadet Medal to Cadet Chief Master Sgt. Aimee Calvert of the Civil Air Patrol St. Tammany Composite Squadron.





**Left:** (L-R) Cadet Airman Ryan Branton, Cadet Chief Master Sgt. Grace Noguerras, and Cadet Chief Master Sgt. Aimee Calvert. Cadet NCOs work with a new cadet on meeting physical fitness testing requirements.

**Below:** (L-R) Flight Instructor Karl Ludolph of the The National Museum of the United States Air Force Ground School in Dayton, Ohio Works with Cadet Chief Master Sgt. Calvert on a flight simulator.

The DAR Silver medal recognizes a cadet who has distinguished herself through outstanding leadership, honor, service, courage, and patriotism.

Cadet Calvert has been a member of the CAP St. Tammany Composite Squadron since August 2019. She has earned her rocketry badge, flight line marshaling qualification, ground team qualification, and first aid qualification.

In 2021, she was recognized as cadet NCO of the year by the St. Tammany Composite Squadron, where she has participated as a member of the squadron color guard for many public events in the community.

She also participated with the 2022 St. Tammany Composite Squadron CyberPatriot team, which won the 3rd Place Silver Tier Award in the Louisiana State Round All Service Division.

She is currently the cadet commander of the St. Tammany Composite squadron's Tango Flight, where she works with new cadets learning the basics about wearing their uniform, drill, military customs and courtesies, and physical fitness.

In 2022 she attended the CAP National Blue Beret special activity in Oshkosh, Wisconsin where she worked with other cadets helping to run the largest air show of its kind in the world. She has been selected to attend the 2023 CAP National Cadet Activity for powered air flight training this summer and hopes to become a pilot in the future.

Calvert grew up in Covington, Louisiana. where she was homeschooled. Her favorite school subjects are literature and philosophy. She has studied six foreign languages: English, French, Koine Greek, Latin, Chinese, and German.

She earned a black belt in Isshinryu Karate in 2018 at Storms Karate in Mandeville, Louisiana. She also enjoys Brazilian Jiu Jitsu (Capoeira), weight training, and physical fitness.

She has competed in the Southern Regional National Association of Teachers of Singing (NATS) and Louisiana State NATS competitions.

In the same ceremony JROTC Bronze Outstanding Cadet Medal Award was presented to Cadet Master Chief Sapphire Robinson of the U.S. Navy JROTC at Covington High School, which was followed by guest speaker K. Renee Horton who spoke of her education and career as an American physicist and Space Launch Systems Quality Engineer at NASA. 🇺🇸





**Top:** (L-R) Cadet Maj. Seth Herrington, Cadet 2nd Lt. Dave Dematteo, Cadet 2nd Lt. Katherine Price, Cadet Chief Master Sgt. Andrea Sherman. Tangipahoa Cadet Squadron performs basic color guard maneuvers during the Louisiana Wing Cadet Competition. (Photos: 1st Lt. Anne Calvert)

### ***Louisiana Wing Cadet Competition Brings Out the Best of CAP Cadets***

*by 1st Lt. Anne Calvert, Louisiana Wing*

KENTWOOD, La. – During March 11-12, 2023, cadet teams of the Louisiana Wing Civil Air Patrol met in Kentwood, Louisiana to participate in the National Cadet Competition (NCC).

**Right:** (L-R) Staff Sgt. Isaac Jolivette, Chief Master Sgt. Mayson Wilson, 2nd Lt. Hunter Hayes. Lafayette Composite Squadron color guard heads outside to perform in the Louisiana Wing Cadet Competition

**Below:** (L-R) Cadet Chief Master Sgt. Madisyn Mickelborough, Cadet Tech. Sgt. Elijah Turner, Cadet Capt. Justin Townsend, Cadet 2nd Lt. Charles Fountain, Cadet 2nd Lt. Johnathan Fontenot, Cadet Sr. Airman Nathan McDermott. Cadets from the Ascension Parish Composite Squadron await the results following their Cadet Competition testing.

The Louisiana Wing squadrons participating were Ascension Composite Squadron, General Claire L. Chennault Composite Squadron, Lafayette Composite Squadron, and Tangipahoa Cadet Squadron.

Core events of the competition included the inspection, the written exam, physical fitness, team leadership problems, standard color guard drill, standard element drill,



posting of the colors indoors, and posting of the colors outdoors. Each team consists of six cadets, with one cadet serving as the team commander.

Nationally all 52 wings and 8 regions in the Civil Air Patrol may host a Cadet Competition each year with the winning team going on to represent

their wing and then region. The winning team and runner up for each wing will represent their wing at the region competition. At the region competition the winner and runner up will get to represent their region at National Cadet Competition. This event is one of the most prestigious cadet events that Civil Air Patrol has to offer.

**Right:** The General Claire L. Chennault Composite Squadron Color Guard marches past judges during their drill and color guard presentation.

**Below:** Second Lt. Lucas Johnson looks on as the Tangipahoa Cadet Squadron Color Guard performs.



Other elective competitive components reflect the CAP Cadet Program, such as: rocketry, public speaking (extemporaneous, impromptu), geocaching, robotics, community service project, Jeopardy, Panel Quiz, Unmanned Aerial Vehicle, and Obstacle courses.

The Cadet Competition Judges were Lt. Col. Chris Sturm, Capt. Sara Reine, 1st Lt. Janelle Townsend, 2nd Lt. Lucas Johnson, Senior Member Jordan Lucido, and Cadet Chief Master Sgt. Michael Brookover

At the end of the competition the winners were announced as follows:

- 1st Place – Tangipahoa Cadet Squadron.
- 2nd Place – Lafayette Composite Squadron.
- 3rd Place – Ascension Composite Squadron.

Honorable Mention – General Claire L. Chennault Composite Squadron.

Lt. Col. Chris Sturm commented, "We had a better competition this year with a new and younger team. The cadets showed great attitudes. The competition was very close with a tie between the first and second place teams going into the final event. We accomplished our goals for a fair competition where all the participants learned a lot while having fun. I look forward to next year's competition including participation from many more of our squadrons. 🇺🇸"





**Top:** A Customs and Border Protection Black Hawk helicopter prepares to intercept a CAP aircraft during a training mission.  
(Photo: Capt. Lisa Nolan)

## ***Arizona Wing Helped Ensure Super Bowl Airspace Safety***

*by Maj. Margot Myers, Arizona Wing*

PHOENIX – A mission that began in October 2022 culminated on February 8, 2023, just a few days before the Super Bowl took place in Phoenix. An F-16 flying out of the Morris Air National Guard base in Tucson, under the Felix Keynote mission, carried a reporter from Fox News in the back seat to observe the role the Air Force and its civilian auxiliary play in keeping the skies safe over the Super Bowl stadium.

The Felix Keynote exercise came a day after a pre-Super Bowl media event at Luke Air Force Base in Phoenix. Representatives from the Air Force, Air National Guard, Civil Air Patrol, FBI, Federal Aviation Administration, and Glendale Police Department briefed local news media about the coordinated effort to ensure safety in the Temporary Flight Restriction area surrounding the State Farm Stadium in Glendale.

**Right:** Representatives from multiple agencies, including Civil Air Patrol, briefed local news media about the coordinated effort to ensure safety in the skies over the Super Bowl. (Photo: Lt. Col. Gordon Helm)

This was the 22nd straight year Civil Air Patrol worked with the Air Force to ensure the safety and security of airspace around the Super Bowl. This year's game took place on February 12, 2023.



To help Air Force fighter aircrews maintain their proficiency, Civil Air Patrol, acting in its role as the Air Force auxiliary, provides aircraft that fly into simulated restricted airspace as a target of interest so the military jet crews can practice intercept techniques. The Air Force pilots intercept the CAP aircraft, make radio contact, and guide it out of the restricted airspace.

The first two training flights occurred in October and November 2022, with Arizona Wing pilots flying single-engine aircraft intercepted by either Air Force F-16 fighters or a U.S. Customs and Border Protection Black Hawk helicopter.

“We regularly support U.S. Air Force-directed air intercept missions to assist them in training to be ready for the real thing,” said Col. Rob Pinckard, Arizona Wing commander. “This mission is part of the overall preparations by many organizations to make sure those attending the Super Bowl are protected.”

Throughout the year, CAP is involved in similar exercises around the U.S. to test airspace security. The exercises, known as Falcon Hawk, are carried out as part of Operation Noble Eagle, launched by First Air Force/Continental U.S. NORAD Region (CONR) after the September 11, 2001, terror attacks. Along with CONR’s Western Air Defense Sector and CAP, the exercises are conducted in coordination with the Federal Aviation Administration and Customs and Border Protection.

In typical training exercises, two Civil Air Patrol single-engine planes fly as intercept targets for Air National Guard fighter jets. CAP’s “low and slow” aircraft are considered ideal targets for these exercises. A third CAP aircraft, known as a “high bird,” may fly as a communications hub coordinating radio traffic from participants on the ground and in the air.

The Federal Aviation Administration routinely implements Temporary Flight Restrictions around major events like the Super Bowl, VIP flights, and major disasters. Airspace around these TFR areas is restricted from all general aviation traffic for a specific radius to ensure no other aircraft enter. The TFR is enforced by the Air Force, which has fighter aircraft patrolling the area during the restriction. 🇺🇸



**Top:** Cadet Major Josiah May (Photo: Capt. Sara Reine, Louisiana Wing)

### ***Louisiana Wing Cadet Earns Cadet Wings Scholarship.***

*by Maj. Larry Morgan, Louisiana Wing*

KENTWOOD, La.– On February 1, 2023, Civil Air Patrol (CAP) Cadet Major Josiah S. May was awarded a Cadet Wings scholarship, which is part of a merit-based program for cadets pursuing an FAA Private Pilot Certificate (PPC). This prestigious scholarship will pay for him to attend a CAP In-Residence Advanced Flight Academy in the summer of 2023.



**Above:** Cadet May learns flight basics during a Civil Air Patrol cadet orientation flight. (Photo: Capt. Josiah May, Louisiana Wing)

May, a former cadet commander and a current member of the Tangipahoa Cadet Squadron, is the first CAP cadet in Louisiana Wing to be awarded a scholarship of this kind.

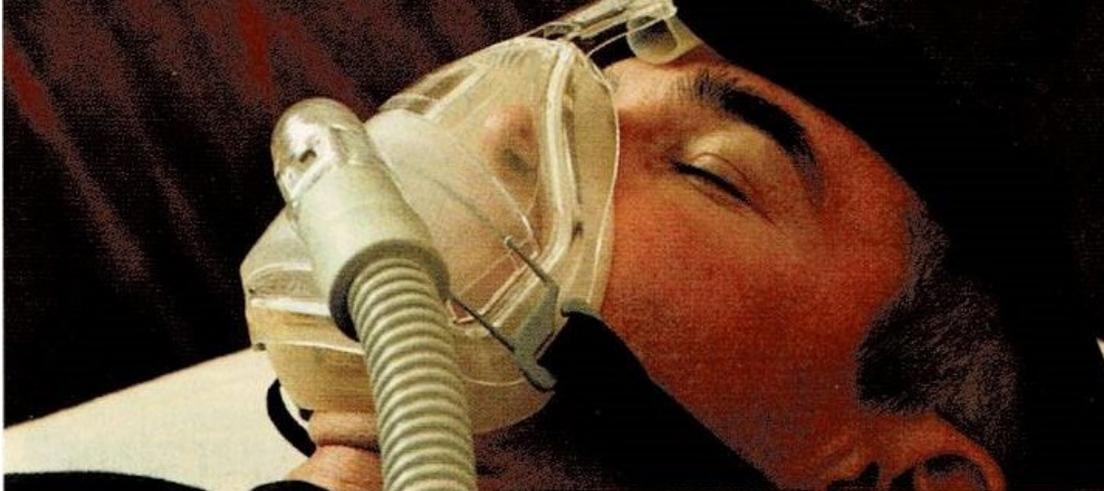
As one of four paths available to aspiring pilots through the CAP Cadet Wings Program, the CAP In-Residence Advanced Flight Academy scholarship winners will attend a commercial 60-day residential flight school. The scholarship covers transportation, lodging, meals, and certified flight instructors, and is valued at approximately \$30,000. Graduates of the school earn their private pilot's certificate.

Since joining CAP in 2019, May has earned numerous awards and decorations. In July 2022 he was presented the Outstanding Performing Cadet Award at CAP National Blue Beret. This is a cadet special activity in which cadets travel to Oshkosh, Wisconsin, to work as volunteers at the annual Experimental Aircraft Association's Air Venture, the largest airshow of its kind in the world. CAP cadets provide air marshaling, crowd control, and emergency services for the event. May was also awarded the prestigious St. Alban's Cross upon completion of the event.

In 2021, May was awarded Tangipahoa Cadet Squadron Cadet of the Year Award. In 2022, he led the Tangipahoa Cadet Squadron Color Guard team to represent Louisiana Wing at state and regional level competitions. He was the team captain for the Tangipahoa Cadet Squadron as they competed in the National Cadet Competition in Dayton, Ohio, also in 2022.

May was awarded the Rush Limbaugh Foundation Proud American Scholarship in 2022. He is currently a freshman at Southwest Mississippi Community College in Summit, Mississippi where he is on the dean's list.

May credits the Civil Air Patrol for instilling in him a love for flying and aviation that led to his desire to become a pilot. May is looking forward to a career in aviation, either as a civilian or a member of the military. 🇺🇸



## **The Safety Corner**

### ***Fatigue – The Silent Stealthy Killer***

*by Ian Robinson, HEMS Pilot, ATP, CFI, CFII*

#### ***Should We Fly Under the Influence?***

“How do you feel?” Your crewmembers or passengers may often ask you this. What they really mean is, “Have you had any drinks within the last day? Have you had eight hours of sleep? Can I trust you with my life?”

I never thought the day would come when I would hear a story about a person breaking the sacred eight-hours-from-bottle-to-throttle aviation commandment, but after 10 years of flying with countless students and crewmembers, the day finally came. It's a short story, really. Two pilots were in the bar having a beer for lunch when a cellphone rang. A pilot flying in the private sector received a call from a client who wanted to go on a short trip. Within minutes, he had paid his tab, fired up his aircraft, and flew the mission without a pause. I know what you're probably thinking: I would never do that, and that pilot is an idiot. But let me ask you a couple of questions. Have you ever flown tired? Have you ever had a sleepless night and proceeded to work the next day?

According to Dawson and Reid (1997), sleep deprivation has the same impairment effect as drinking alcohol. Do you grasp that statement? Let's make the point even clearer: Sleeping five hours per night for seven days is equivalent to having about seven alcoholic drinks! So, why do we only measure the quantity and timing of alcohol consumption when assessing ourselves before flight, when sleep plays an equally important role?

How can we produce a full day of physical and mental exercise, eat a few meals, close our eyes for a few hours, and then do it all again the next day? The human body is a delicate organism, and it is paramount that we take continuous action to enhance performance efficiency and decrease fatigue, both of which facilitate health and safety. If we don't get enough sleep at night, we are not fit for flight – period.

There is also an enormous amount of unspoken pressure involved in flying. When we are under the influence – of alcohol or fatigue – our judgment can be compromised. The natural tendency is to hide fatigue status and accept the flight because we do not want to show any signs of weakness. Our decisions are too often influenced by pride. Would you have the foresight and courage to postpone your flight, even if it meant risking your professional image?

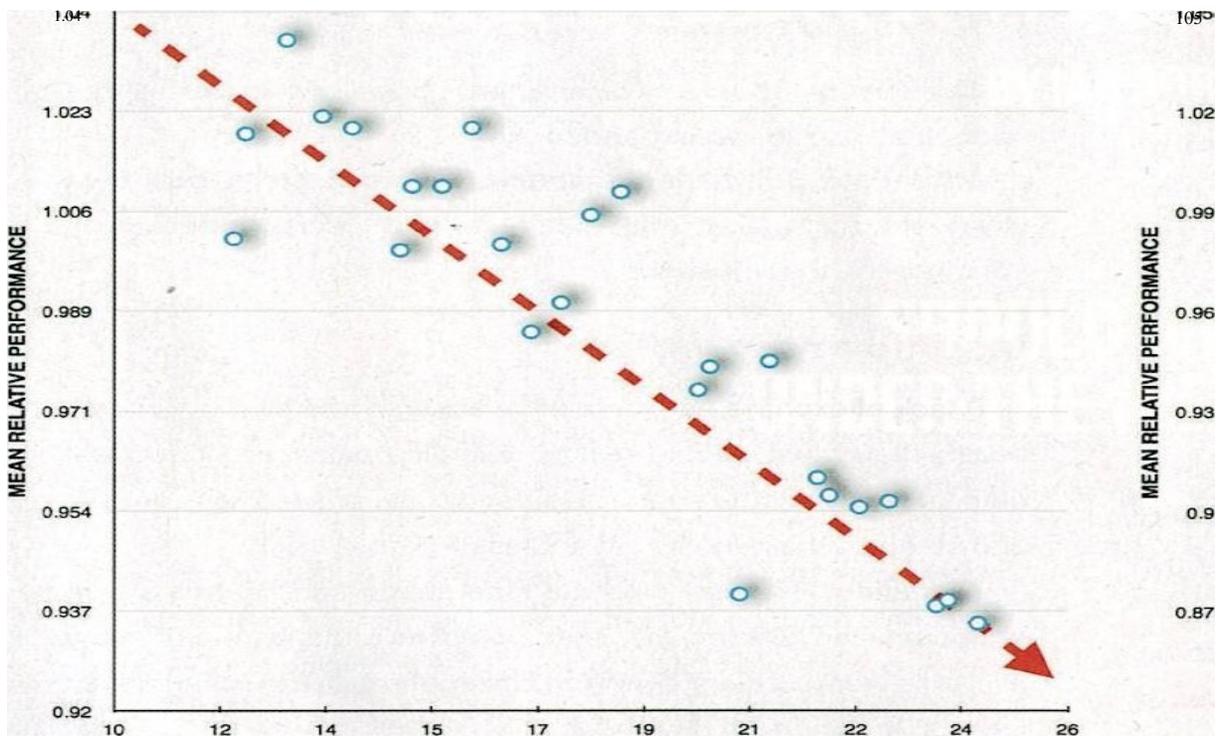
Have you ever dropped something, bent over to pick it up, and immediately dropped it again? How about putting things in the wrong place? These are just a couple of the signs and symptoms of being under the influence of fatigue, and they could be a direct result of disrupted circadian rhythms.

Our body clock is typically molded to follow a 24-hour period influenced by habitual sleep times, meals, work, and leisure activities. The body clock dictates our core temperature and is adjusted to accomplish certain biological goals.

Body temperature is highest around 5:00 p.m. This increased temperature is associated with high sympathetic nervous system activity, high metabolic rate, increased alertness, and better vigilance-related performance. Motor skills and cognitive working memory are best at midday, while short-term memory load decreases throughout the day. Around 4:00 a.m., our temperature drops to slow metabolic rate and this aids in acquiring the deepest levels of sleep (more on this later).

According to Wise, Hopkin, and Garland (2010), subject isolation tests show that people living in chambers without any reference to external cues, such as natural light sources, still maintain a diurnal sleep schedule. As it turns out, the subjects were still being served breakfast, lunch, and dinner at the usual times!

Throughout the night, our bodies go through several stages of sleep. Some stages allow our mental and physical bodies to recover, while other stages are used for categorizing our daily experiences into memories. For our memory and cognitive/physical reaction times to be fully functional, we must pass through all sleep stages three times nightly – no exceptions.



Just because you lie in bed does not mean you are getting adequate rest. In fact, last night I woke up at 3:00 a.m. and began contemplating what I should write for this very article. I never fell back asleep. As luck would have it, I did not have to fly today. But what if I did?

This article does not attack the ideas of organizational pressure, punishment, and reward, but it should be noted that pressure exists. One of my supervisors once mentioned that my earning potential would be over \$100,000 on a 12-hour shift! How would you respond to that? At times, you may fear that your professional image is at stake if you do not respond favorably when duty calls, but what would you do if the tables were turned? Would you put your loved ones in the back of an aircraft with a pilot who had only had one or two hours of sleep?

How do you feel about your company's safety policy regarding fatigue? The FAA says we must have crew rest periods, but what we do during that time is completely up to us. We are all human, and various factors affect our lives. Some of us have newborn babies that need us in the middle of the night. Sometimes, marital discord results in an uncomfortable, restless night on the

couch. Regardless of the type of disruption, sleep deprivation can have dangerous consequences.

Does your organization have a policy in place that gives you the day off, with pay, if you lose a critical amount of sleep during your rest period? If not, will you have the courage to close the operation? I know what you are probably thinking (because I have thought it too): That would never happen; it would cost too much. But how much does a collision cost in dollars – or in lives? Think about it. I believe that there is a plausible solution to mitigate this pressure, but that will have to wait for another time.

I challenge you to do the right thing, even if it costs you your job. Real productivity comes from integrity, not by pushing the pedal to the metal – or the aircraft throttle balls to the wall. Learn to mitigate the stressors that lead to sleep deprivation and distraction, and when warranted, *Call in tired!*

### ***Thirsting for Sleep***

I was driving cross-country the other day and noticed something very interesting and remarkable about the human body. While in the driver's seat, my eyes felt a little dry but I wanted to remain at the wheel. After stopping for fuel, we switched drivers and I immediately fell asleep. Why the drastic change? While the brain's concentration level is in high demand, we tend to feel more alert, but this does not mean we are operating at our full potential. This concept is like dehydration. Have you ever heard that if you wait until you are thirsty to drink water, then you have waited too long? Do not rely on tangible symptoms of fatigue as your sole device of measurement. When we hit the ignition in the aircraft, fatigue is masked by adrenaline and concentration, but processing speed, memory, and vigilance-related response time are all reduced ... often to dangerous levels.

### ***Monitor and Measure***

We need a baseline to decide if we are losing sleep. Technology exists to track the quality and quantity of sleep we get each night, and we should be using it. Monitor the sleep you are getting with one of the many devices available.

I use a \$1.99 application on my iPhone. It monitors time in bed and each sleep stage, eliminates sleep inertia, and provides a resultant sleep quality. Some apps even have a noise-activated recorder and motion detector that will let you know if you are snoring or have been disturbed during the night.

Sleeping well saves lives. Track your sleep, document it, and when you need to – call in tired! If you are not rested, treat the situation as you do with alcohol; account for your sleep debt and spend time "sobering up," regardless of your own personal assessment.

### ***Poor Mattress***

Capillary shutdown occurs when body weight causes hot spots that lead to tossing and turning.

***Mitigation:*** Buy a new mattress. Go to a store, talk to a sleep specialist, and make an informed decision based on your individual sleep needs.

### ***Insufficient Exercise***

A lack of exercise has a greater adverse effect on our overall health than most people realize. Exercise balances hormones, cuts fat (that contributes to sleep apnea), increases energy levels, and so on ... the benefits are endless.

***Mitigation:*** Exercise! Find the time. If you cannot get to a gym or find an enjoyable activity, then go online and buy one of many available workout programs. You can squeeze in a quick workout with as little as 20 minutes a day.

### ***Restless Mind***

A running mental dialogue about finances, honey-do lists, aspirations, colleagues, and business can lead to sleepless nights.

**Mitigation:** Many admirable and enviable business associates have given me the same advice – keep paper and pencil on your nightstand. When nagging thoughts arise, scribble them down without getting up or turning on the lights. It will ease your mind to know that you do not have to wrack your brain in the morning.

### ***Other People***

A successful flight relies on multiple people – not solely the pilot. Our families are a big part of this success, but they likely don't realize the role they play. They send us to work with an "I love you" and a "Fly safe," but a professional pilot genuinely needs more than a thoughtful send off. The stresses of family life – while entirely worthwhile – can significantly influence our ability to rest easy.

**Mitigation: daily,** we must have "the talk" with our family, friends, and others that we deal with. They must understand that a team effort is required to facilitate safety on every level. Now, that said, please realize and understand – you will still have to tackle that please-do list to maintain a harmonious partnership. If you are having difficulties with this chat, however, pull out this article and blame it on me! (Happy spouse = Happy life, right?)

### ***Environmental Factors***

Normal rates of fatigue can be accelerated by certain environmental factors. Light, noise, cockpit ergonomics, vibrations, and workloads can have devastating effects on our mental and physical status.

**Mitigation:** Attempt to soften your work environment with natural lighting, use a combination of hearing protection with substantial passive and active noise reduction, and sharpen your situational awareness with diligent preflight planning. Make sure your aircraft is well within weight-and-balance limitations and allow enough rest time in between strenuous flights.

### ***Sleep Apnea***

The FAA is in the process of mandating a sleep apnea test for pilots with a body mass index (BMI) greater than 40. Sleep apnea is simply a disruption in the completion of a sleep cycle due to oxygen deprivation. Individuals with greater BMIs tend to be more prone to conditions like sleep apnea. Many people may resist this policy, but it has significant potential to save lives. Unfortunately, the FAA bureaucracy prevents a truly proactive and predictive safety culture (It took them 10 years to allow us to use night vision goggles in flight) but it is at least a step in the right direction.

### ***Irreplaceable You***

It may be difficult for us mortal beings to execute countless safety recommendations because we cannot (or do not) visualize ourselves crashing a helicopter. Still, there have been almost no new reasons for accidents in the past decade. This tells me that we are not doing our due diligence. In fact, we cannot do our due diligence because there are more pages written about safety than we have time to read in a lifetime. Nonetheless, we must take extra steps in furthering our knowledge in areas of our lives that we can control.

I will tell you why this topic strikes a chord with me. I have lost dear, irreplaceable friends in accidents directly related to fatigue. Two of those wrecks occurred right next to me while we were flying frost protection. One minute we were chatting on frequency and the next ... radio silence. When you see firsthand the horror and wreckage of a fatal crash – especially when the victim is someone you considered a comrade, business partner, and friend – it tends to stick. For me, those experiences inspired a passion that quickly spiraled into an obsession for safety. My sincerest hope is that this article will be the only inspiration that you need to make sleep and safety your professional priority. 🍷

*This article was first published in Rotorcraft, May 14, 2022 – Ed. Note.*

## On Language

### ***The Baggage of Foreign Influences on English***

AUSTIN, Texas – Today's subject involves the circumflex, the price of vellum, and spelling in the English language. Although English has lost nearly all its diacritical marks, their use during the Middle Ages has had a profound effect on how words have traversed from Latin through Old French (basically, the *Langue d'oc* that William the Conqueror took to Britain), to Middle English, and finally to today's English. But first, let us look at the effect of literacy in Europe.

At the dawn of Western civilization, Hebrew, Greek and Latin were so intricately woven into their respective cultures that most Jews, Greeks, and Romans had at least some degree of literacy. Jews had religious reasons for it, because they were expected and required to read the Scriptures at temple, and Greeks and Romans were dependent on their language skills to keep track of their trade and government, and enjoy their rich, emerging literature and theater.

With the creation of the Roman Empire in the mid-1st century B.C.E., a vast network of civil servants, traders, politicians, and military leaders made the organization work, and at that time communications and documentation became essential to record-keeping, progress, and the administration of conquered lands. By the early 3rd century C.E., Rome controlled all lands on the Mediterranean Sea, a body of water that – by the 1st century – they had begun to call *Mare nostrum* (meaning *Our sea*, a name originally applied only to the Tyrrhenian Sea, West of Italy, when Rome's influence had been circumscribed to the Italian Boot and neighboring lands).

In the early 5th century, with the aggressive and rapacious activities of Attila the Hun and his regular raids on Europe, the Continent was thrown into near-chaos, soon leading to the fall of Rome (the Western Roman Empire) in the mid-5th century. The Eastern Roman Empire fared much better, as it took a millennium for it to fall in the 15th century.

The Middle Ages have also been called the Dark Ages, because during that period literacy and knowledge hit an all-time low. It is notable that Charlemagne, who became the best-known Holy Roman Emperor, after applying himself diligently to his studies, finally learned how to write his own name shortly before his death in 814, about age 72. This says a great deal about the value of leadership and military talent over literacy at that time.

During the Dark Ages, the monasteries of Europe kept alive what knowledge they had been able to collect, and major among them were theology, philosophy, medicine, the natural sciences, and literature. Part of their immense contribution to European culture was also the increasing spread of literacy. An interesting side-effect of the monasteries' influence on knowledge is that, although they were politically and economically divided, all European countries were united in the use of Latin as their official language.

The Holy Roman Empire (HRE) (known in Germany as the Holy Roman Empire of the German Nation) existed informally starting in 753 A.D., and in the year 800 Pope Leo III crowned Charlemagne as emperor at a solemn ceremony in St. Peter's in Rome. The HRE would last until 1806, when Francis II dissolved it to keep it from falling into Napoleon's hands. Over a century later, taking advantage of the German people's resentment over the heavy burden of payment of reparations placed upon them in the aftermath of the First World War, Adolf Hitler rose to power promising the people another *Tausend Jahre Reich* (Thousand-Year Empire).

From the start, the HRE stretched across most of Europe as it protected Rome from its enemies. Perhaps because the seat of military power was on German-speaking lands (Austria and Germany) and the German language exerted political and cultural influence through military strength, monasteries in the HRE used Gothic script for their writing (in the west, Uncial Script was used). To make sure that a valuable manuscript would enjoy a long life, the monk scribes used vellum rather than paper when they transcribed sacred texts. However, vellum was a scarce resource, because a lambskin only produced a few pages, and these had to be unblemished and required treatment and preparation for writing (a long and expensive process).

The high cost of vellum led the monks to save space by placing a horizontal bar over a letter when it was followed by the letter S, such as the Latin *hospitale* that came to be written *hōpitalē*.

Naturally, the monks knew how to read and pronounce that missing S, but in the Middle Ages there weren't many schools outside the monasteries, very few monasteries were open to outsiders, and at that time most monks seldom left the monastery. Therefore, the monks were out of touch with what was going on in the general population outside their cloister, and viceversa.

Monasteries depended on being endowed by rich patrons who hoped to earn spiritual benefits by doing so, but as a more direct and concrete reward, the scribes devoted some of their efforts to the production of richly illustrated "Books of Hours" (called *illuminated* rather than *illustrated*). These contained prayers appropriate to each of the seven canonical hours (matins and lauds, prime, tierce, sext, nones, vespers, and compline), and were often dedicated to the patron, his wife, or some other close and dear relative. It is theorized that it was in this lay environment that the symbolically abbreviated letter S gradually fell silent.

In Latin, *hospitalis* meant an inn, not a hospital. But in the Middle Ages the inn was a convenient gathering place, and medical facilities were normally not available in small towns. Therefore, in France, *hospital* eventually acquired the modern sense of hospital, and *hostel* was created for what we now call a hostel or hotel. This transformation of the word took place as the French changed the overhead horizontal bar into a circumflex accent instead, and thus they started writing *hôpital* for hospital, and *hôtel* for hostel. Soon, people fell into the habit of eliding that missing S, and the circumflex accent was relegated to the minor role of being a marker for a now-missing letter that had become silent, and thus irrelevant (doomed to disappear).

Later, the English language absorbed some of these words from the French, lexicographers threw out the circumflex (that now being silent was meaningless anyway), and people went on their merry way as they crafted for themselves the "S-less" language that we use today. Now, this far removed from the original Latin *hospitalis*, some remnants still exist elsewhere: notice that the word *hospitable* is a lexical throwback, as it has nothing to do with a *hospital* but rather denotes someone's talent and reputation as a host. This often happened with "discarded" words that, rather than dying outright, exerted their influence on existing vocabulary by being repurposed.

On the other hand, not every S was lost. There are many examples of the French language's gift to English via "short-hand through circumflex," in which the S was restored at the time that English lexicographers opted for dropping the circumflex accent, such as the French *forêt* (from the Latin *foresta*) becoming the English "forest," the French *rôtir* (from the Old High German *rosteren*) becoming the English "to roast," the French *côte* (from the Galician or Catalan *costa*) becoming the English "coast," and the French *pâté* (from the Latin *pasta*) becoming the English "paste" – to name a few. Luckily, this transference took place early enough for English-language speakers to be able to restore many an S back to its rightful place.

A peculiar case is the English word *isle*, taken from the French *île*, which in turn is derived from the Latin *insula*, itself of dubious origin, perhaps from *en-salos* (in the sea) from *salum* (sea) which in turn is derived from *sal* (salt). In this case, the English *isle* officially elides the S probably to agree with *island*, which is possibly derived from the Old English *ealand* (river-land, watered place, meadow by a river), though it is uncertain where the now-silent S comes from.

Another case is the English word "facade," that is a direct transference from the French *façade* (though missing its French *cedille* that serves to give that C a soft S-like sound), in turn from the Italian *facciata* (the front of a building), and this from the Vulgar Latin *facia* (face). And, of course, the English "facade" is pronounced *fasad*, though its morphology might suggest a pronunciation kinship with the words "arcade" and "vacate" – to the eternal confusion of beginning students of the English language.

To say nothing of "corps" (pronounced "core"), derived from the Old French *cors* (body, person, corpse), in turn from the Latin *corpus*. (The sense of "military body" dates from 1704.)

As Sir Winston Churchill said, "Such is the peculiarity of the Pee Oh Pul of this Is Land." 🇺🇸

**Lt. Col. Arthur E. Woodgate**  
SWR Editor-in-Chief

## ***How the Southwest Region Public Affairs Awards Program Works***

Starting with the January, 2013 issue of The Fly-By, Southwest Region Commander Col. Frank A. Buehe directed that the region will recognize contributions to The Fly-By (a directive approve by all succeeding commanders) as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

### ***How to Make Submissions Suitable for Publication***

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at [www.ap.org](http://www.ap.org)). For a summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

### ***General advice on writing a good article***

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
  - Do not use digital zoom, or else your photos will lack good focus and definition;
  - Take "action shots" of people doing something interesting that is material to the article;
  - Make sure everyone is in the correct uniform and you identify all.
  - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
  - Ask participants for their opinion;
  - Get full grade, name, position title and unit of assignment for each quote.
  - Get the individual's consent to publish the quote as recorded (read it back).
  - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
  - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
  - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
  - Avoid colloquial expressions;
  - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
  - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 🇺🇸

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person’s permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person’s grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as “kid.”
- When a young person is a CAP cadet, never use “kid,” “boy,” “girl” or “child” but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use “their” for the possessive of a singular subject, such as, “the cadet took their meal.”
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖